

Two Japanese phasmas have been added to the Zoological Society's collection.

H. M. S. *Centurion* is at present at Nagasaki, and is expected here about the 21st.

For the week ending 28th September, the total deaths in the Colony numbered 103, being at the rate of 21.7 per annum in every thousand of estimated population; corresponding week last year, rate 19.1. For the week ending Oct. 5, the total was 148, rate 31.2; corresponding week last year, rate 19.9.

The *Volunteer Service Gazette* of the 31st August contains a full report of the ceremony of handing over the China Cup by the Devonshire Team to Lord Clinton, Lord Lieutenant of the County. The ceremony took place at Exeter, and was the occasion of much speculating. The following are the names of the team: Major Biddell (4th Devon), Sar-Major Thomas (4th Devon), Capt. Willis (Devonport), Col. Sergt. Dymond (Exeter), Sergt. Hoskins (Plymouth), Sergt. Hookwell (Perrington), Private Cooper (Exeter), W. Ward (Okehampton), Williams (Plymouth), and Mandell (Okehampton). Capt. Gralwick, as Captain of the team, asked Lord Clinton to accept the custody of the Cup which was won at the recent Bisle Meeting. There was, perhaps, no competition at the National Meeting in which more general interest was taken. This was not the first but the third time the cup had been won by Devonshire, and they might fairly claim that the county's record was exceptional for on a fourth occasion they tied with Gloucestershire, and had been second on three occasions. Last year they missed the cup by 1 point; this year they won by 8 points. A somewhat remarkable feature in connection with their three victories was that on each occasion the second place had been taken by a Scotch county, and, therefore, in that matter it might be said that the Devonians had achieved victories for England as well as for Devon. It was, it might be said, in accordance with the fitness of things that the China Cup should be found in Devonshire. For if there was one county more than another which might be said to be its home, certainly it was theirs. As they probably knew, the Cup was provided by the subscriptions of the English Volunteers in China. But the leading spirit in the movement, and one to whom the Cup largely owed its existence, was a Devonshire man, unhappily no longer with us. He referred to the late Mr. John Cann, who was born in Exeter, who was there when the Cup was bought home in 1881, and who had an hereditary interest in the Volunteer movement, inasmuch as his relative, Mr. William Cann, was one of the originators of the 1st Devon R.V.

How should you choose a piano? "Don't choose it yourself, but let a possibly help it, but place yourself in the hands of a properly qualified professional friend, upon whose judgment you can rely, and let this friend make the necessary selection. If you have no such friend, or prefer to exercise your own powers, then let the dealer do the best to help you by detailing the chief points which characterize a really good piano, avoiding as far as possible all dry technicalities, and only supplying that you can play sufficiently well to be able to test the capabilities of the various instruments which may be submitted to you for selection. As a general rule, first-rate pianos can only be purchased at the best shops, and the best made, because it will stand the greatest amount of wear. Begin, then, by choosing a good piano-maker. You can do this by observing whose pianos are preferred by the best known artists for their recitals, etc., for you will be quite safe in choosing any maker whose pianos are publicly used by eminent performers. By attending a few concerts and observing the pianists who play, you may be able to compare the various tone-qualities you hear, and so make up your mind which pleases you best." *Cassell's Family Magazine.*

SOMETHING up on the past cricket season in England, the *London Daily News* says: "Putting aside Mr. Townsend's bowing, there has been nothing more remarkable in the cricket of the last two or three weeks than the batting of Mr. MacLaren. He finished up his season's work for Lancashire by playing three innings of over a hundred in Nottingham, scoring 152 against Nottingham at Old Trafford, and 114 against Middlesex at Leicester. In itself this is astonishing enough, but it becomes all the more remarkable when the fact is borne in mind that in the three matches he played on wickets of the most varied character. At Manchester the pitch was true and easy; just the wicket, indeed, on which a first-rate batsman might expect to get a hundred. At Lord's it was slow and difficult, and at Leicester rather fiery. The fact that Mr. MacLaren should, under these different conditions, have met with such extraordinary success leaves no room for doubt that he is one of the greatest of contemporary batsmen. Cricketers need not need to be reminded that, after leaving Harrow in 1890, he made a hundred for Lancashire the first time he ever played for the county. For some time after that, however, though often playing well, he did not make quite the progress that his friends expected, and it was scarcely till last season that his place in the first rank was assured. To-day, if it were necessary to put the strongest case in England into the hands against Australia, he would be certain of a place. His present position is more of a surprise to the general public than to his fellow cricketers, the majority of whom have always expected a great deal of him. It is interesting now to recall the fact that on the occasion of his first appearance at Lord's his fame was clearly foretold. As a boy of less than sixteen he played his first match for Harrow against Eton in 1871, and though it was not his good fortune to be on the winning side he batted the more in both innings. Old Harrovians are not a little proud of the fact that in the test England eleven to-day their school would have two representatives, one being Mr. MacLaren and the other, of course, Mr. F. S. Jackson.

W. Robinson and Co. make a special feature of Selling Pianos and Organs on the Easy-Pay-System.

REUTER'S TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL'.)

LONDON, 8th October, 1895.

ITALY AND ABYSSINIA.

The Emperor Menelik is marching a force against the Italians. The Italian Government is sending re-inforcements.

TURKEY ON THE WAR PATH.

The Sultan has sent Marshal Fand to inspect the Forts at the Dardanelles, and torpedoes have been sent to the Straits.

THE ARMENIAN RIOTS IN CONSTANTINOPLE.

Ninety-five Armenian corpses have been collected for interment, and it is believed that several others have been thrown into the sea. The Churches are still damaged with Armenians who refuse to leave.

THE GREAT POWERS AND THE PORT.

Guardships of the Great Powers are moored at Galata for the protection of foreigners.

THE NOTORIOUS LO HOK PANG.

Good news for his creditors. We learn from the *Chinese Mail* (Wah Yee Yat Po) that through the representations of the British Consul at Canton a foreign attachment has been obtained against some property in Whampoa belonging to Lo Hok-ping, the ascending commander of the Hongkong and Shanghai Bank. By a proclamation issued on the 4th instant by the authorities, the property, consisting of six houses and a piece of ground, is now being offered for sale. The delay in the settlement of this matter is on account of the claim of Lo Chong-shi, that four of the houses in question are her own private property, but though allowed considerable time to do so she has failed to substantiate her claim.

COLONIAL COURT OF ADMIRALTY.

Before Sir Fielding Clarke, Chief Justice, and Comm. Hastings, Assessor. Thursday, Oct. 10.

A COLLISION CASE.

Kwok Shing Fat sued the owners of the steamship *Chungking* for \$2441 on account of the loss of the junk *Shing Fa* by collision on the 18th September. Mr. H. E. Pollock, instructed by Mr. K. W. Munro, was for the plaintiff, and Mr. J. J. Francis, Q.C., instructed by Mr. J. Hastings, was for the defendant. Mr. Pollock in opening said that the collision occurred on the high seas off the coast of China, between the *Shing Fa* and the *Chungking*, on Sept. 18 about 2 a.m. The *Chungking* was coming to Hongkong from the north, and the *Shing Fa* was going southward on a fishing expedition with her consort junk *Tai Cheung*, which went first. The story of the collision was that they saw a bright light ahead, and very shortly afterwards a steamer ran into the junk a little forward of the mainmast, on the port side, almost at right angles. The plaintiff and his witnesses said there was a light on the junk at the time, hung on a pole at the stern, and that the defendants were to blame for not keeping a look-out on board the steamer. In paragraph 14 of the petition plaintiff alleged that the fault attributed to the steamer was—failing to keep a proper look-out, neglecting to take proper precautions in due time to avoid collision, infringing the rule of the road at sea that a steamer must give way to a sailing vessel; it was now desired to make an addition to this paragraph, alleging that the steamer *Chungking* was at fault in not stopping or stopping and reversing if necessary.

His Lordship—That will come in under the second clause; there is no need to bother more about it.

Mr. Pollock went on to say that there were really only two disagreements between plaintiff and defendant on the facts—first, whether there was or was not a light on the junk, and secondly as to the exact state of the weather, which the plaintiff described as cloudy overhead but clear on the water, while the defendant said it was "dark, overcast and cloudy," making no mention of the clearness on the water.

His Lordship—Well, there is not much difference in that.

Mr. Pollock went on to say he thought it quite right that the defendant should be put to the statutory regulations for preventing collisions, namely to keep a good look-out, go out of the way for sailing craft, and slow or stop if necessary.

His Lordship—The defendant does not dispute that, do you Mr. Francis?

Mr. Francis—It is clear that when the one vessel is not under the regulations, the other cannot be. Chinese junks do not acknowledge the rules and so cannot sue their against other ships. In cases of collision with a vessel not under regulations the case has always been decided according to these regulations, but according to natural and reasonable general rules of seamanship.

His Lordship—But the Board of Trade rules say "stop if necessary," and if it was necessary to stop to save life and you did not stop, you would be to blame under general rules.

Mr. Francis—Yes, under general rules, but we do not admit liability to the strict wording of the Board of Trade rules. If the junk had a light, it is common-sense that we having by steam the means of moving and turning in any direction should give way. But apart from general rules of common-sense, we are not bound by the letter of a law which the junk does not recognize.

His Lordship—Let us leave that till after, please.

Evidence was then given by the captain of the junk.

CORRESPONDENCE.

HONGKONG CHESS CLUB.

To the Editor of the 'CHINA MAIL'.

Sir,—When the Chess Club started in Hongkong last year, all its organization was merely of the experimental and provisional order, the idea being simply to get going, and develop better arrangements in detail as soon as it could be seen how the Club was likely to work. Thus, there were no rules drawn up, no president and permanent executive, no rooms, no programme or policy. All these matters were left to be settled as the Club grew, and the definite idea of its probable organization could be formed as a basis for the arrangements of the Club.

Now we are entering on our second year, it is time to give concrete form to the vague proposals of the first year. For instance, the arrangements made last year for secretary and treasurer collapsed entirely through the departure of Mr. Pollock and Mr. Humphreys, and now probably it will be found difficult to restore order to stable financial position clearly and so on. The Club, however, is now in a position to make definite proposals for the future, and it is time to give concrete form to the vague proposals of the first year. For instance, the arrangements made last year for secretary and treasurer collapsed entirely through the departure of Mr. Pollock and Mr. Humphreys, and now probably it will be found difficult to restore order to stable financial position clearly and so on. The Club, however, is now in a position to make definite proposals for the future, and it is time to give concrete form to the vague proposals of the first year.

Yours, A. MEMBER.

A BLOW AT JAPAN'S COTTON TRADE.

The Yanki, a Japanese apprehensions as to the future of the cotton spinning industry of this country in consequence of the competition of China, and shows a disposition to concede the Shimomaki treaty, by which the interior of China is to be opened to foreign manufacture for purposes.

The introduction of the cotton spinning industry into this Empire can be traced back to the first year of the century, when the Chinese Government began to encourage the development of the industry, and native capitalists commenced to take a great interest therein. Since then it has continued to develop year by year, and the big mills have sprung up like mushrooms.

The late war between Japan and China resulted in the high seas off the coast of China, between the *Shing Fa* and the *Chungking*, on Sept. 18 about 2 a.m. The *Chungking* was coming to Hongkong from the north, and the *Shing Fa* was going southward on a fishing expedition with her consort junk *Tai Cheung*, which went first. The story of the collision was that they saw a bright light ahead, and very shortly afterwards a steamer ran into the junk a little forward of the mainmast, on the port side, almost at right angles.

His Lordship—That will come in under the second clause; there is no need to bother more about it. Mr. Pollock went on to say that there were really only two disagreements between plaintiff and defendant on the facts—first, whether there was or was not a light on the junk, and secondly as to the exact state of the weather, which the plaintiff described as cloudy overhead but clear on the water, while the defendant said it was "dark, overcast and cloudy," making no mention of the clearness on the water.

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His Lordship—Let us leave that till after, please. Evidence was then given by the captain of the junk. Case adjourned.

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THE GAME OF CHESS.

It is all the great chess contests Englishmen, or men like Paul Morphy, from the English-speaking portion of the New World, always made an excellent appearance; and on more than one occasion, have been at the head of the lists. Yet it is undeniable that the great chess masters are more frequently to be found on the other side of the German Ocean.

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THE WONDERFUL MAXIM GUN.

Science publishes some 'Notes from London,' including an account of a visit of its correspondent, R. H. T. (evidently Prof. R. H. T.), to a high engineering authority, to Maxim the inventor. He speaks of the Maxim gun as follows: The Maxim gun is perhaps the most extraordinary implement of war ever devised.

The pressing of a button is all that is required of the gunner, the gun loading itself and firing automatically, at the rate of 600 to 800 shots a minute, until the finger is removed or until the ammunition is exhausted. All the needed energy in working the mechanism is supplied by the recoil of the gun. Hundreds of these guns have been supplied to European and Oriental nations, and they have already done much effective work. It seems hardly creditable to the advance authorities of the United States that they should have permitted foreign nations to lead in utilizing so great an American invention. Mr. Maxim has not imbibed much respect for our officials, or our methods of treatment of inventors in this department of applied science, from his personal experience at home.

On the 31st August last the *Magnificent*, one of the first-class line-of-battle ships of the British Navy, was launched at Portsmouth, her first full-power trial trip. She was under the personal command of Lord Charles Beresford, and among the staff were the late Lord of the Admiralty, Admiral Lord Fisher, and Admiral Lord Dufferin. The ship was launched at 10.15 a.m., and the ceremony was witnessed by a large number of the public. The ship was launched at 10.15 a.m., and the ceremony was witnessed by a large number of the public.

The *Magnificent* is one of nine ships of the same type which are being built for the British Navy. She is 15,000 tons measurement, and will be armed with all the latest improvements. Apart from the fact of the addition made to the effective strength of the navy, the conditions of time under which the vessel was turned out establish the unsurpassable supremacy of the British shipbuilding yards. The keel was laid on the 18th December, 1893, and she was launched on the 31st August, 1895. She was launched at 10.15 a.m., and the ceremony was witnessed by a large number of the public.

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HONGKONG SHARE MARKET.

Business generally has rather eased up during the week under review, and we have nothing of great importance to report. Rates have been maintained and market closes steady at quotations.

Banking.—Hongkong and Shanghai ruled quiet during the early part of the week at 188 to 180 per cent. prem.; towards the end a demand from

Intimations.

CHAS. J. GAUPP & Co.,
*Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.*


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in great variety.
DIAMONDS
~ AND ~
DIAMOND JEWELLERY.

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PRIVATE BOARD and RESIDENCE
for LADIES and GENTLEMEN. Special
attention to Ladies' comfort. Accommoda-
tion for Table Boarders. Central situation,
MRS. NATHER,
2 and 3 Peddar's Hill.
Hongkong, July 24, 1893. 1287



1895

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CHINA, JAPAN AND EUROPE.
SPECIAL UNITED STATES
TOBEE, YOKOHAMA & VICTORIA. B.C.
—10,000 Horse power—Speed 19 knots.
—FROM HONGKONG:
YOKOHAMA, R.N.R.—WEDNESDAY, 30th Oct.
—MARSHALL, R.N.R.—WEDNESDAY, 27th Nov.
—LEE, R.N.R.—WEDNESDAY, 25th Dec.
—pass through the famous INLAND SEA OF
YOKOHAMA TO VANCOUVER. B.C.
—VANCOUVER with the PALATIAL TRANS-
—DIAN PACIFIC RAILWAY leaving there
—THE PACIFIC TO THE ATLANTIC
is made at Montreal, Quebec, Halifax,
—Atlantic, which passengers to Great Britain and
—Principal points and AROUND THE WORLD.

Cantonment to Missionaries, Members of the Naval
 and to European Officials in the Service of
 Hongkong to Vancouver, Vancouver to Sydney
 Hongkong via Brisbane and Torres Straits.
 The Company's route, embraces its PALATIAL
 (the World), the LUXURANCE of ITS
 Company having received the highest awards
 and the diversity of MAGNIFICENT
 STATION HOTELS of this route are owned and
 Attendants and Cuisine are unexcelled,
 Books, Rates of Passage, etc., apply to
 D.E. BROWN, General Agent,
 PRINCE STREET, 134-136

SUNDAY, —OCTOBER 10, 1895.

Paid	To	Closing Balances,

13%	all	191% prem.
£	5	100.
£	5	100.
£	10	100.
£	10	810
£	200	5-1924 buyers
£	83.50	2-73, sales
£	100	5-25, sales
£	100	2-25, sales and sellers
£	200	2-210, buyers
£	200	5-115
£	100	2-392, sales and sellers
£	250	5-2523, sellers
£	125	1-341% prem.
£	50	all
£	50	379, sales and sellers
£	20	all
£	10	3561, sales and sellers
£	10	all
£	10	3581, sales and buyers

	\$	f	} £8, ex div., buyers	
0	£	j		
0	£	10	}	
0	\$	10c		
0	\$	all	\$167, sellers	
0	\$	all	\$65, sellers'	
0	\$.5.	all	\$48, sales and sellers
0	\$	100	\$ 37½	\$42½
0	\$	10c	\$ 50	\$68, sales

\$	68		\$12, sellers
\$	1	all	\$10, sales
\$	50	40	\$23
\$	100	all	\$97
\$	6	all	\$3.10, sales and sellers
\$	4	all	\$6, sellers
\$	500	\$5.500	\$115, sellers
\$	3	all	{ \$3 $\frac{1}{2}$, sellers
\$	1	13,10	\$4, sales
\$	100	\$56	nom.
\$	50	all	\$4, buyers

00	all	\$11, sales and sellers
00	10	\$13, sales
00	5	\$1
00	10	\$110
00	10	\$36, sales and sellers
00	50	\$15, sellers
00	10	\$12.50
00	1	\$1 nom.
00	10	\$10

00	10	all	\$2, buyers
00	25	all	\$21, sales
00	50	all	\$30
00	10	all	\$10, sales
00	25	all	\$97
00	50	all	\$142, sales
00	Tla. 100	Tla. 23	Tla. 20, sales
00	Tla. 100	Tla. 23	Tla. 22½
00	Tla. 100	Tla. 23	Tla. 22½

Calcs.	Interest.	Quotation.
5 %	7 % p. ann	10 % prem., sales

A. G STOKES, share-broker.

No. 5, Wyndham Street, Hongkong.

This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach, it is indicated in constitutional weakness and lack of digestive power for the Aged, Anemic, Dyspeptic, and Conscience-stricken.

It helps sufferers from Consumption, Dysentery, Cancer, and Ulceration of the Stomach.

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 'Hongkong Telegraph,' Office.
 Jardine, Matheson & Co., East Point.
 Meyer & Co.
 North China Insurance Co.
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 In case of FIRE ring up No. 14.
W. STUART HARRISON
 708 *Manager.*

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Campbell, Moore & Co., Limited	1,200
Geo. Fenwick & Co., Limited	600
Hockings & Co., Company, Ltd.	0
Hongkong Dairy Farm	0
Hongkong Ice Company, Limited	0
Hongkong Manufacturing Co., Ltd.	13,000
Euro Cotton Spinning and Weaving Co., Ltd.	10,000
International Cotton Manufacturing Co., Ltd.	10,000
Liou Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000
* Founder's shares	
LOANS.	Amount.
Chinese Mortgage Bank	Rls. 797,200

00	10	all	\$2, buyers
00	25	all	\$21, sales
00	50	all	\$30
00	10	all	\$10, sales
00	25	all	\$97
00	50	all	\$142, sales
00	Tla. 100	Tla. 23	Tla. 20, sales
00	Tla. 100	Tla. 23	Tla. 22½
00	Tla. 100	Tla. 23	Tla. 22½

Calcs.	Interest.	Quotation.
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